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Hopes rise for Conqueror

HOPES OF refloating the Hull freezer trawler Conqueror — aground off the Cornish coast — were renewed when a new salvage team moved in last week. The trawler went ashore on the rocks near Mousehole before dawn on Boxing Day.

A Dutch salvage firm had given up hope of saving the vessel, but another salvage group arrived at Penzance on Friday. A team of eight from Eurosalv of Felixstowe brought with them a small salvage vessel.

An agreement was signed that morning between British United Trawlers and U.K. Trawlers Insurance with Eurosalv for one month. The agreement can be cancelled at any time by either party.

Local equipment was being hired by the company.

"The aim is still to refloat the vessel", said Dai Johnson of J. H. Bennetts Ltd, the Penzance shipping agents.

Conqueror still belongs to British United Trawlers, and

is still a stranded vessel. She had not been declared a wreck.

"There was guarded optimism that the trawler could be towed to Falmouth within a week if the weather holds up.

"From our point of view she is a fine, strong vessel and we hope to refloat her provided we don't get a southerly gale, and she doesn't move too much", said Jim Rowland, managing director of Eurosalv.

The plan is to seal part of the ship and then pump out, pressed air into the fish factory decks. The water would be blown and pumped out, then the vessel would be sealed at least 12 ft. in derivate.

The 250 tons of mackerel on board the trawler has been under 15 ft. of water, low tide and would be left there, as would the fuel.

The agreement with the owners was to raise her and hold her safely afloat for 24 hours. Then the owners will accept her and probably move her to a dockyard.

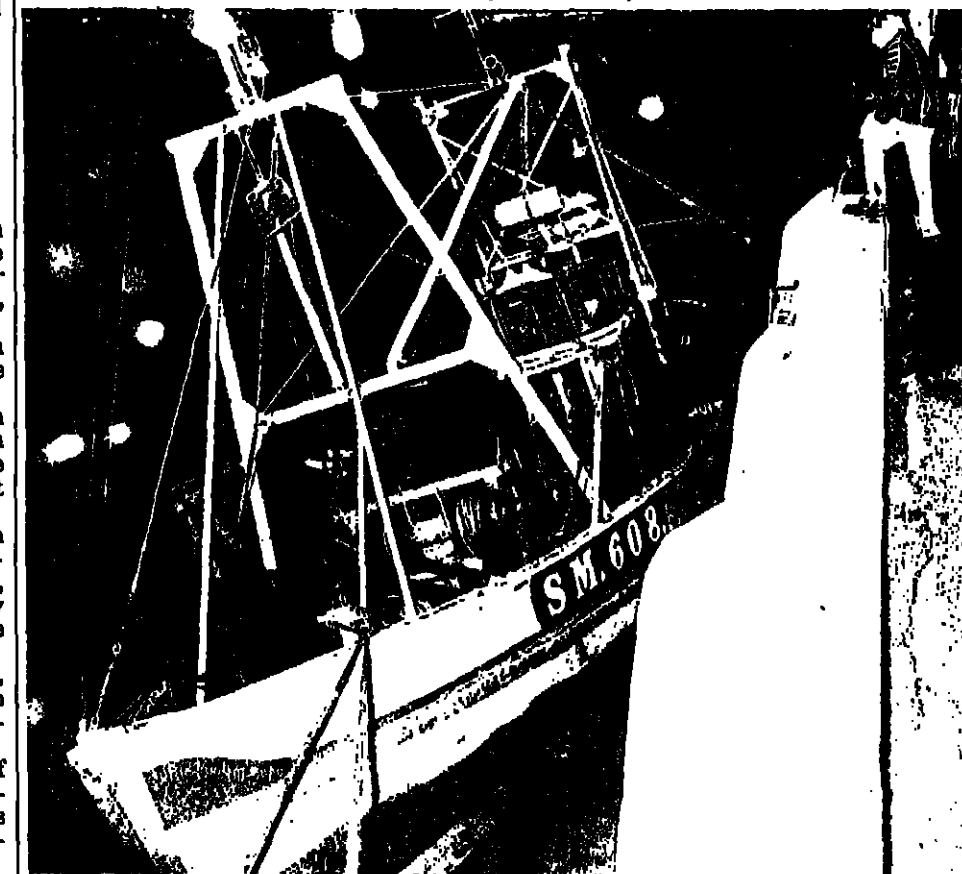
Wrecked at Margate

THE 50 FT. trawler *Whispering Hope* sank in Margate harbour last week. She was holed after colliding with the harbour wall.

A rescue operation by sailors from HMS Pembroke, manning a Green Goddess fire appliance, pumped out the vessel for several hours (below) and she was eventually

refloated. Joint owner of the boat, Paul Ma of Ramsgate, called the police after collision and they set the rescue work in motion.

Whispering Hope was built in 1941 at Forbes yard in Sandhaven, Scotland.



Looters aboard

LOOTERS have been having a hey-day on the stricken Conqueror aground off Mousehole, Cornwall.

A woman was among ten people arrested on board the freezer.

They were arrested on suspicion of theft following a trip to the ship by two police constables in a pilot boat from Newlyn.

Police visits have also been made to premises at Penzance and Hayle. In all, equipment and property worth some £25,000 have been recovered.

Among the items are radar, echo sounder and radio equipment, as well as ship fittings and oilskins.

Det. Sgt. Bill Roberts of Penzance said that a considerable number of items from the ship were still missing.

COMMENT

BELIEFING HIS name, Charles Meek, chairman of the White Fish Authority, took the bold step this week of allowing ourselves to be seen as others see us. In the new WFA publication, Fisheries of the European Community, authors from partner countries were invited to present their views. This exercise underlined the isolated position of Britain and Ireland.

At a press conference to launch the publication on Tuesday, it was the threat of the aspirant countries to the EEC which captured most of the attention. Pointing to the fishing strength of these countries, particularly Spain, Mr. Meek underlined in no uncertain terms the threat that this represented.

With the advent of these countries joining the EEC still about four years away there seemed to be a feeling that Mr. Meek was, perhaps,

being over-zealous in highlighting the burden that this extra fishing capacity would bring. We think not!

Trying to overturn the present fisheries policy of the EEC is proving difficult enough. To have to do it all over again to accommodate the extra fishing power would be near impossible.

The deeper point — and a timely one by Mr. Meek — is that the policy of common access to a common resource is death. And this is why the policy must be changed now if British fishermen are to have any hope in the future.

fishing news

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ABC

SHELLFISH FIRMS JOIN FORCES

SHELLFISH processors have joined forces to form a new association. Most of the leading firms in the UK are involved and they represent the bulk of buying power on the UK shellfish market. Smaller firms are also poised to join.

Chairman of the Shellfish Processors' Association is Charles Holmes of Homac Foods Ltd.

The association has been brought about by the general circumstances in the trade and its European involve-

ment, says secretary, Mr. G. L. Heckles.

"With major legislation impending on shellfish, it is essential that processors have strong representation," he added.

This week, association representatives were giving evidence to the Parliamentary sub-committee investigating the fishing industry, led by Mr. Holmes

and Mr. C. Ekersley of Moray Fish Supply.

Members of the Shellfish Processors' Association include: Associated Fisheries (Tullis Cold Storage); Bannerman Seafoods Ltd.; Brekkes Seafoods Ltd.; John Burdon & Sons Ltd.; Direct Fish Supply Ltd.; W. Donnan & Son Ltd.; Fleming's Scottish Scampi Ltd.; Gairloch Seafoods Ltd.; Highland

Foods (Inverness); Homac Foods Ltd.; Jatco Ltd.; Macfisheries Ltd.; Moray Fish Supply; Nor-Mar Foods; Rothery Seafoods Ltd.; Sea G.G.; Scoffisco; Whitby Shellfish Co. and Young's Seafoods Ltd.

The association is based at: 1, Quay Walls, Berwick-upon-Tweed, Northumberland. Tel: Berwick 5095.

'Sea Vixen' on trials

FINAL work to get the new 86ft. Lowestoft trawler *Boston Sea Vixen* away on her maiden trip were underway this week following sea trials from the port on Monday.

She tested her gear some 25 miles out on the Smith's Knoll deep water and only a few minor modifications were needed.

A Boston spokesman told *Fishing News* on Tuesday that the trials went well and it is hoped she will start her maiden this week. She is being skippered by Gordon Beamish (34), who has been with Boston since he left school.



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CANNED pilchard looks like being scarce in British shops this year giving an opening to UK fish canners. Writing in the new-style Fishing News International — out this week — Michael Stafford says pilchard stocks off South Africa have dropped to a dangerous 500,000 tons.

The catch was cut drastically in 1977 and only to be cut by half again.

As in Peru, Southern Africa and the UK, shortages of some species have stimulated efforts to get other fish.

In South Africa, says *FNI*, 16 purse seiners have been licensed to try mid-water pair

and single boat trawling for fish in deeper waters, such as jack mackerel, and the mesopelagic lantern fish for meal plants.

Price 75p (monthly) from 110 Fleet Street, London EC4A 3JL.

OBITUARY

SKIPPER James Anderson, vice-chairman of the Anglo-Scottish Producers' Organisation, died suddenly in the early hours of Tuesday morning.

Skipper Anderson (53) was a past-president of the Fifth of Firth Fishermen's Association. He also played a leading part in fishing delegations to Brussels and London.

Skipper Anderson, from Pittenweem, leaves a widow, two sons and a daughter.

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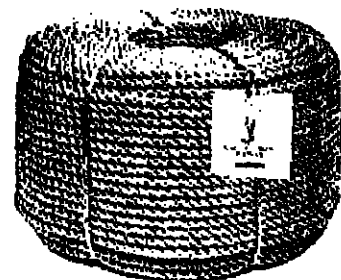
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French say: 'We didn't blunder'

SIR, I cannot let pass without comment the article published on December 16, 1977, under the headline "French quota blunder costs us fish".

To say that a French error in the catch statistics has caused difficulties which have affected British fishermen working the Norwegian coast is complete fantasy.

Here are the facts: Norway gave quotas up to December 31, 1977, for the total member countries of the Community in that area of Norwegian territorial waters now known as Continental Norway.

EEC fishing vessels have been obliged to declare their catches and to respect quotas. The Norwegian authorities maintained their own accounting of the current state of the quotas on the basis of declarations provided directly to their coastal stations by fishing vessels.

It was on the basis of these returns that the Norwegian authorities estimated on November 10 that the quota allowed to the Community had been achieved and, in consequence, EEC vessels were obliged to stop fishing.

Degrees: let's get it right

SIR, It was particularly interesting to read the article headed "Humber bid for top training centre" (*Fishing News*, December 16) with the welcome proposal to co-ordinate and add to fishery training education facilities at the Hull and Grimsby colleges.

In a general way I proposed the same sort of thing in May 1965 in an article I wrote "Britain must co-ordinate training and research", only to have objections raised by the then president of the BTF — it was better for each port to "do its own thing" to suit local circumstances.

Others objected in that they thought fishery biologists were going to "hog the scene", whereas most progress in fishing had been made by engineers.

Good luck to the new proposal but, surely, the title National Fishery College is more suitable than Centre of Excellence for Fishery Training and Education. You earn excellence rather than advertise it. And surely do not add to our already overcrowded ranks of marine biologists produced up and down the country by our far too many universities and polytechnics by creating yet another degree in marine biology.

If a degree is to be given in the new institution, then let it be in some such applied field as Fishing Technology rather than in academic Marine Biology.

DR. F. C. STOTT,
Retired principal, Guildford County Technical College, and
Advisor to British United Trawlers Ltd.
(These are my own views, not those of B.U.T.)

LETTERS

This decision — which came as a surprise to EEC member countries which were maintaining their own records — led the Commission in Brussels to ask these countries to inform it of the exact situation regarding their catches.

From the middle of November, the French administrative authorities informed the Norwegian authorities the exact catch figures for French vessels. From November 25, 1977, the Norwegian authorities realised that the figures supplied by France corresponded to those which they had themselves recorded and verified.

Therefore, no error was made by the French authorities in the statistics for French vessel catches.

On December 8, 1977, the Norwegian government admitted that the quota allocated to the EEC had not been achieved and so opened its waters to Community vessels up to December 31, 1977, with a limit of 2,850 tons of fish remaining on the allowable quota.

French vessels were not able to restart fishing because they had returned to their home ports and crews were away taking their statutory leave.

In a spirit of Community self-discipline, the French authorities abstained from claiming their proportion which would normally have been their right under the EEC quota up to the end of the year.

This has permitted the EEC fishermen to utilise to full the Community quota — the main beneficiaries being the United Kingdom and Federal German Republic fishermen.

At a time when the Community is obliged to protect itself against the threat of reductions in catch quotas in the waters of non-member countries, it is regrettable that distorted information which can cause ill-feeling is published.

Internal quarrels can only weaken the Community to the benefit of its rivals. It is thus accepted that the interests of the EEC are in the interests of all.

JEAN CHAPIN
The Secretary-General
of the Merchant Marine
Pak

Conservation — don't make us laugh...

SIR, "Mammoth East European factory ships are gulping up thousands of tons of Cornish mackerel and keeping British fishermen in business", reads the main story in the December 23/30 issue of *Fishing News*.

But how long will this mackerel bonanza last for the 'get rich quick' boys?

The Scots and the northern boats fishing south-west mackerel now have the greatest catching power ever known. Huge trawlers costing over £1 million pounds each are quite common.

For the small Cornish boats this season has so far proved disastrous. Ports like Loos, Polperro and Mewagey hadn't made a landing of mackerel up to the time of the story.

whereas in past years they have been able to make a decent living and invest their life savings in better boats and gear.

Cornwall, with its huge unemployment, may soon be faced with yet another 3-4,000 people concerned directly or indirectly with the fishing industry. Who is at fault?

Surely the blame rests on the shoulders of the present fisheries minister and his associates. Years ago they were warned of the situation, but back would come the old tale: 'Quite aware of the situation, but there is not much we can do'.

But they did do something! They provided these trawler owners with huge sums of taxpayers' money to buy trawlers, nets and the most sophisticated gear in the world.

The quota system recently introduced is incapable of being enforced. However desirable it might be, a complete ban on all mid-west trawling and purse seining to the 12-mile limit is the only answer to conserve the fish but that there is left.

Given reasonable weather conditions the next few months will provide profit fishing for these trawler owners, but to the fishermen Cornwall it will spell disaster.

The Minister of Agriculture and Fisheries John Silkin, in his greetings for Christmas at 1978, wrote: "We have made some headway especially in conservation, where our heli-headed commonsense is at last beginning to gain recognition".

It makes us all scream with laughter!

DES MATTHEW
Harbour Road, Par, Cornwall

PAY EACH DAY OFF CANADA

CANADA will collect some £5 million in fishing fees from foreign vessels allowed to fish in the country's 200-mile zone in 1978.

Under the new fee system, fishing vessels or ships supporting the foreign fishing fleets will pay \$1 per gross vessel ton for access to the zone.

In addition, fishing vessels will pay a fishing fee based on the size of the vessel for each day spent fishing.

Canada will be putting observers on foreign fishing vessels from time to time — and foreign operators will have to cover the salaries and other expenses of these observers.

The number of foreign fishing vessels expected to be licensed for the zone in 1978 will be about 500, a ten per cent cut from 1977.

Before the 200-mile zone came into effect about 1,500

agreements with major fishing nations obligate Canada to share unfished stocks, as done by other nations with 200-mile zones.

The Canadian system of fishing fees is based on time spent fishing rather than value of catch. Experienced elsewhere has shown that the system of charging for the catch is difficult to administer and causes fish to be dumped to avoid payment for unwanted species.

Turbot hits £238

THE FIRST trawler landing of 1978 at Lowestoft was made on Friday last week by the port's top ship Suffolk Chief. Skipper Richard Fluke brought in just 74 kts to gross £4,322.

Prices per kt were: soles £240; slugs £150; turbot £238; small £134 to £124; brill £40; lemon soles £100; large plaice £42.50 to £40; medium plaice £46 to £44; small plaice £36.50 to £32.50; cod £50; small haddock £43; roker £42 and monkfish £65.

January 13, 1978

JOB CASH 'NOT ON'

A SUGGESTION that an employment premium should be paid to help stop fish factory workers from leaving Shetland processing firms for higher paid oil-related jobs has been turned down by Shetland Islands Council.

The community council for the island of Yell had suggested that each fish worker should be paid £1,000 a year out of the council's oil revenue — at a total cost of about £500,000 annually.

The council agreed last week that the scheme was impracticable.

ABERDEEN SHOW DOUBLES IN SIZE

RECORD STAND bookings have been taken for Catch '78 — the Aberdeen International Fisheries and Marine Equipment Exhibition — to be held on the Queen's Links at the port from June 14-18.

Two large pavilions and outside exhibits will cover 97,000 sq. ft., making the exhibition twice the size of the

previous Aberdeen event in the series.

Participants include many of the leading UK suppliers to the industry, also exhibitors from nine countries including Canada and the United States. National multi-company stands are being taken by Denmark and Norway as joint ventures sponsored by the government export bodies of these two countries in addition to individual stands for Danish and Norwegian firms.

Marine engines and auxiliary equipment from 28

manufacturers will be displayed — the largest selection of engines ever contained in a fisheries exhibition, according to the organisers, Eagle Exhibition Consultants of Fleet Street, London.

Hauling equipment will be shown by 24 companies; propellers and steering gear by 20 companies; and over 20 shipyards will be represented. And electronic fish-finding and navigational aids will be displayed by 21 companies.

Some 28 companies will be contributing to the wide-ranging displays of processing, packaging and refrigeration machinery.

Among professional services available at the exhibition will be those of naval architects and designers, plus banking and insurance.

Admission will be by ticket. 100,000 tickets are being distributed, mainly to companies and organisations, including the oil industry.

Giant steel cat

A 63 FT. x 20 FT. steel-hulled catamaran has been built by a boatyard at Sittingbourne, Kent, by Conyer Marine Ltd. The £50,000 prototype is a passenger boat for Ferds, but the firm could build this size of cat for fishing.

Ferro firm moves

FERRO-CEMENT boat-builders MacAllister Carvall have moved from New Milton, Hampshire, to Maldon, Essex.

The firm will now operate from Dixon Kerly Ltd.'s riverside yard at Downs Road, Maldon.

At present the firm is building a lobster boat for Jersey and a hull for a Welsh customer.

The partnership of Gowan MacAllister and Les Carvall split last year. Now, Les Carvall will manage both companies, with David Dean acting as designer and construction manager for MacAllister Carvall.

Hulls built by MacAllister Carvall will be fitted out by Dixon Kerly. The first boat in this tie-up was shown at the Humber Catch '77 fishing exhibition last June.



Limanda — fishing on from Grimsby.

LIMANDA IS SNAPPED UP

THE FUTURE of Limanda, one of Grimsby's most successful anchor-seiners, was settled last week when she was bought by the Consolidated Fisheries' associate firm, J. Clayburn & Co. Ltd.

This means the vessel will go on operating from Grimsby and continue the programme of expansion, announced last autumn, by Consolidated Fisheries (Seiners) Ltd. This firm will manage the 47-tonner. Limanda, which was put up for sale late last year, is probably the most important vessel added to Conso's now 12-strong fleet of North Sea anchor-seiners and gill-netters following the recent acquisitions of Gadius and White Bank.

Previously she worked through A. E. Richardson & Co.

Careless talk costs lives...

THE Department of Trade is pointing out to fishermen that misusing VHF marine radio channels can reduce ship and navigation efficiency and hinder safety and rescue at sea.

It has been reported to the DoT that these channels, which are allotted for distress calls and essential communications, are being used incorrectly for personal conversations particularly by fishing vessels.

The department is, therefore, drawing the attention of owners, operators and crews to the misuse of these radio channels.

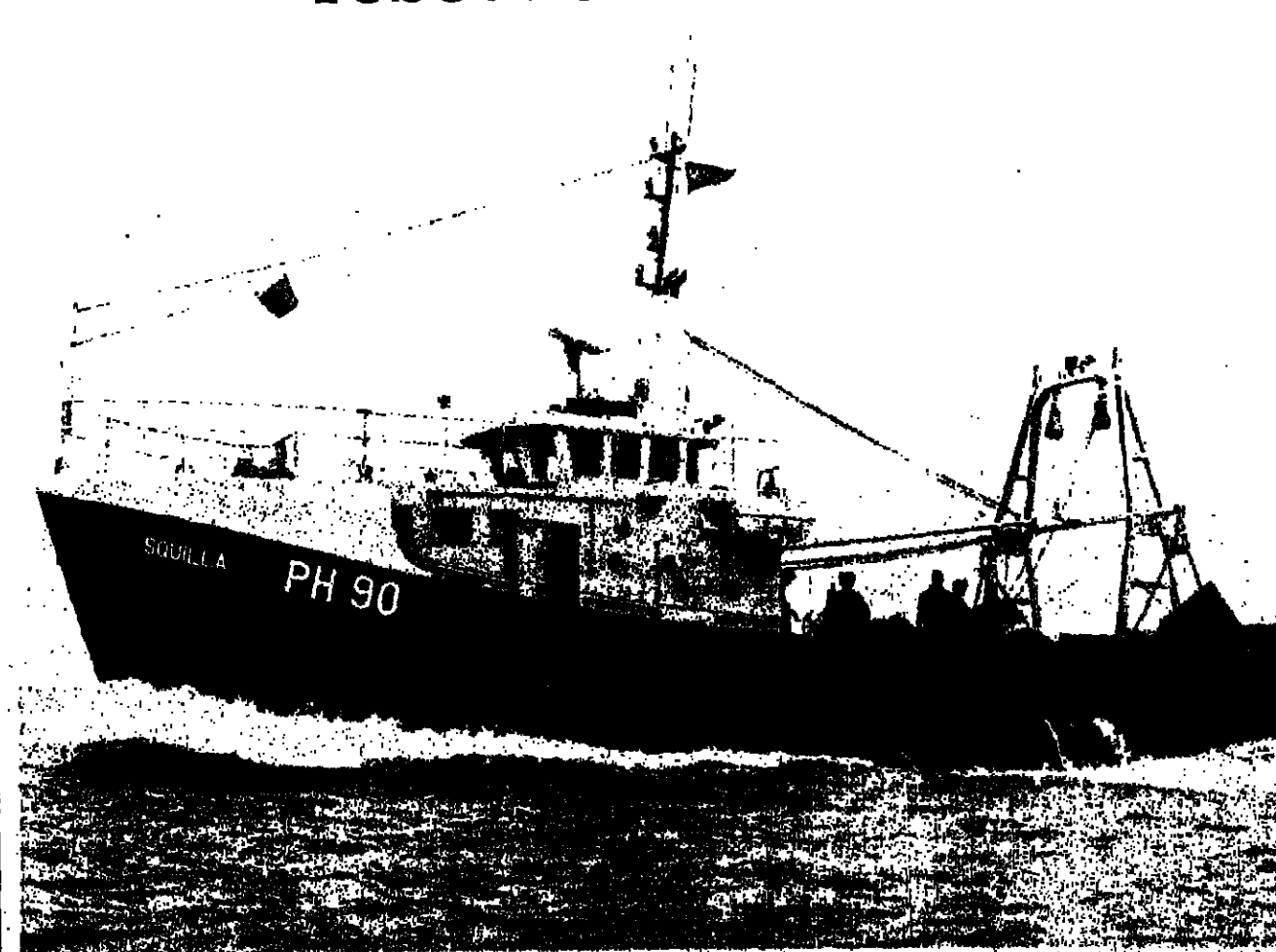
Merchant Shipping Notice (M.814) — issued last week — points out the dangers and reminds mariners that VHF radio channel 16 is internationally designated for distress and safety and, therefore, should be used with discretion.

It emphasises that there are other working channels which mariners can use for such important functions as ship operations and ship-to-ship communications in congested port approaches.

The Merchant Shipping Notice also points out that, apart from the operational dangers, abuse of marine radio channels contravenes the terms of the licence issued by the Home Office under the Wireless Telegraphy Acts and could lead to the revocation of the licence and prosecution of the offender.

An article in *Fishing News* two years ago pointed out the dangers of misuse. Some operators do not observe the two silence periods each hour — 15-17 and 45-47 minutes past the hour.

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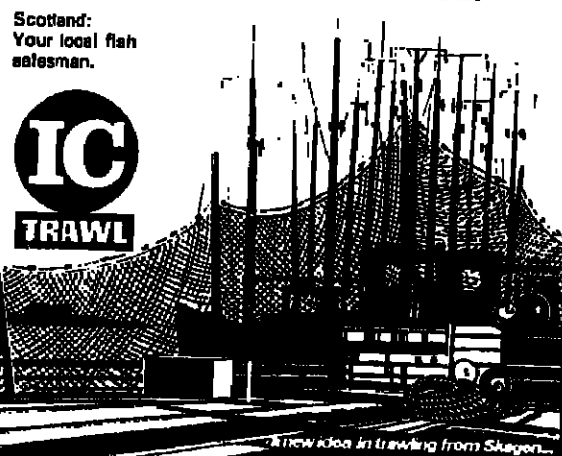
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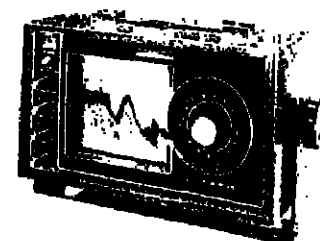
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POs under attack

FISHING must be run
by professional ad-
ministrators and not by
organisations within
the industry. This is the
message sent to the
Minister of State for
Scotland, Bruce Millan,
by the Edinburgh firm
of John Kelly
(Fishours) Ltd.

The Minister was told
that a recent statement
by H.B. chairman, Dr.
Lyon Dean, has helped to
highlight the problems of
the herring industry
which, because of EEC
regulations, is now ad-
ministered by producer
organisations instead of
the Herring Industry
Board.

"The Minch quota,
which was set with the
advice of fishery sci-
entists, was only fished by
about half of its amount.

"It would appear that
the producer
organisations did not
want to allow all-out
fishing in the autumn or
summer as this would
have reduced the price of
herring.

"Boats costing about
£1m. were kept in har-
bour and on many oc-
casions fished only a two-
day week.

"Factories were starved
of herring and could
not compete in world
markets with the realistic
prices set by other
nations such as Canada,
Norway and Ireland.

"A major industry can-
not be administered by
one or other of the in-
terested parties. This
must only be done by
professional ad-
ministrators who work
bearing what are the
national interests with
regard to the industry's
jobs and exports."



Goth — first trip of the year to fish Scottish west coast blue whiting.

Blue whiting trip for freezer

BRITISH United
Trawlers at Grimsby is
sending the 1,448-ton
freezer trawler *Goth* on to
the blue whiting grounds
off the west coast of
Scotland for her first trip
this year.

The vessel was expected
last weekend to leave the
Humber port "shortly" and
will block-freeze whole fish
for processing ashore.

For many inside the fishing

industry blue whiting shoals
off Scotland represent a very
acceptable alternative to
traditional white fish such as
cod and haddock which are
now on quota.

Now that the filleting
problems seem to have been
solved, notably by Arecco
and Baader, BUT has wasted
no time in moving on to the
species.

It was also announced last
week that Findus technicians

have developed a fillet
machine of their own for
whiting, which the compa-
ny believes is far superior to
anything on the market. A
prototype has been instal-
led at Hull.

Branch for gear firm

THE GEAR firm Con-
sulting is opening a new branch
46 Cross Street, Su-
derbury, on Monday
serve Yorkshire inland
fishermen.

The branch will be man-
aged by Jim Shearer and
offer a full range of fish-
ing products manufactured
and distributed by Consult.

Also available from
Scarborough branch will
be full range of protective
clothing and safety ap-
paratus for the fisherman
and construction industry.
The Scarborough branch
is situated in the town
around Great Britain's
Ireland.

Fish towed in

MILFORD HAVEN had
its first landings of the
year last week — because
of engine trouble.

Bryher was working off the
southern Irish coast when she
had a fault with her engine.

cooling system during a gale.
Norrad Star, also of Mil-
ford Haven, took her in tow.
It was a profitable start to the
New Year for *Bryher* which
made £5,340 from just 88
kits. *Norrad Star* landed 51
kits to make £2,931.

PLANS FOR BRID

IMPROVED ice and fuel bunkering facilities for
Bridlington's fishing fleet are among long-term har-
bour development plans now being considered.

Berry Gray, chairman of
the Harbour Committee of
Bridlington Harbour Com-
missioners, has said that a
scheme is being considered to
strengthen the structure of
the Chicken Run jetty to
provide these facilities at its
eastern end.

"This would ease the con-
gestion problem on the fish
quay during landings and
could insure the local fishing
fleet against the possible loss
of ice-making facilities at
Hull," he explained.

Mr. Gray also announced
that future plans may include
additional space in the har-
bour motor craft.

The commissioners are also
considering re-development
of a safe site at the western
end of the harbour. It is
hoped that any future
development will provide
better access to the south pier.

Mr. Gray told members
that a 95ft. dredger had been
bought for the harbour and
the vessel is being refurbished
in dry-dock at Hull.

Mystery bump

THE 50FT. Plymouth
trawler *Nicholine* came
close to disaster on
Thursday night last week
when she struck a
mystery submerged ob-
ject about ten miles south-
east of Fowey, Cornwall.

Skipper J. Jude and one
crewman were aboard at the
time. The trawler's stern was
damaged when her propeller
struck the object and she
began to take water.

Rame Head coastguard
picked up distress signals
while Plymouth and Fowey
boats were launched.

The Plymouth boat was
withdrawn four miles west of
Rame Head when it was
learned that the Fowey boat
had begun to escort *Nicholine*
into Fowey harbour.

Three other trawlers had
gone to *Nicholine's* aid —
Vigilance, *Marina* and *Angel*.
Emiel.

Shortly after the escort
began, *Nicholine's* electrical
power failed — just inside the
harbour: her steering went
180°, so a line had to be put
aboard to keep her away from
the rocks.

Catching brown shrimps

"PLEASE send informa-
tion about how to catch
brown shrimps in a 28ft.
boat and how to boil them
on board."

Brown shrimps (*crangon*
crangon or *crangon vulgaris*)
are found on sand or mud
bottoms, and often along edges
(boundaries between hard
and mud bottom) from April
to November in the Thames
Estuary, Liverpool Bay, the
Ribble Estuary, Morecambe
Bay, the Solway Firth, The
Wash and other areas of shoal
water around the coast.

They can be taken in
trawls in depths to 30
fathoms but are usually
caught in much shallower
water.

If you have a capstan or a
power hauler in your boat,
you could work a trawl with a
beam of up to 20ft. long.

If not, the largest size you
can probably manage with a
snatch block forward is one
with a beam about 14ft. long.

In addition to a trawl made
of nylon or polythene shrimp
netting, gear includes a beam
made of wood or iron piping,
a pair of iron heads or
shoes, groundrope fitted with
wooden bobbins or weighted
with leads and tickler chain,
and rope for making bridle,
towing warp and cod-end
buoy line. You will also need
riddles for sorting catches
and a boiler.

You can get shrimp trawls
and all gear necessary to work
them from Bridport-Gundry
Ltd., Bridport, Dorset, or
from Ian Nicholson, 164 Lan-
caster Road, Morecambe,
Lancashire, who also supplies
riddles.

Boilers, powered by either
gas or electricity, are ob-
tainable from W. J. Farvia &
Sons Ltd., Temple Works,
Morley Road, Southville,
Bristol.

Shall I tell you how I am
able to answer your question
so promptly? — because I
happen to have a copy of the
Herring Industry Board and
White Fish Authority Directory
and Diary for 1978, a
pocket size publication which
I think you or anyone in a
similar situation would
benefit from.

You could, for instance,
learn from it that the WFA's
telephone number is 031 225
2515; that the area officer
for the Southern Region is
M.J.C. Graham; and that his
phone number is 0502 4283.
The diary is full of useful
telephone numbers and ad-
dresses.

They include those of
members of the Herring In-
dustry Board and White Fish
Authority, HIB port offices,
WFA research and develop-
ment units, WFA regional
trade staff, and marine sur-
veyors for grant and loan
schemes.

The diary also contains
those of UK fishermen's
associations and co-operative
organisations, UK fishery
producer organisations, har-
ring and white fish merchants
and processors, Ministry of
Agriculture, Fisheries and
Food departments and
inter-governmental organisa-
tions.

Inland and port wholesale
fish merchants' organisa-
tions, UK trawling industry
port associations, and
government departments are
mentioned along with no less
than 21 establishments in
Scotland, like the Highlands
and Islands Development
Board.

Although the diary lacks a
list of contents and the ad-
dress lists are cluttered with
advertisements, you will
probably be referring to it
constantly throughout the
year.

It is obtainable from HIB
or WFA Information Officers
at Sea Fisheries House and
costs only 80p including post-
age.



than that of a riddle known
locally as a twopence halfpen-
ny riddle...

"Shrimps that pass through
such riddles must be returned
directly to the sea where it is
at least one foot deep with the
least possible injury."

It is best to cook shrimps as
soon as possible after they
have been brought inboard,
riddled and washed.

You use sea water in the
boiler and it must be boiling
before you start tipping
batches of shrimps into it.

If the water is kept on the
boil and a ratio of about one
kilogram of shrimps to five
litres of water is maintained,
six or seven minutes is suf-
ficient to cook each batch.

Water should be changed
occasionally as dirty water
adversely affects flavour of
cooked shrimps.

Shrimps can be cooked over
the side, on canvas or trays
but preferably in polythene
bags surrounded by ice.

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and all gear necessary to work
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Reference diary '78

"I WANT to know if I am
eligible for a grant or loan
towards the cost of
building and equipping a
boat a little larger and
more powerful than my
present one.

"What is the White Fish
Authority's address or that of
its East Anglian representa-
tive?"

The White Fish
Authority's address is Sea
Fisheries House, 10 Young
St., Edinburgh, and its area
officer for the Southern
Region (which includes East
Anglia) has an office at 2
Battery Green Road,
Lowestoft.

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able to answer your question
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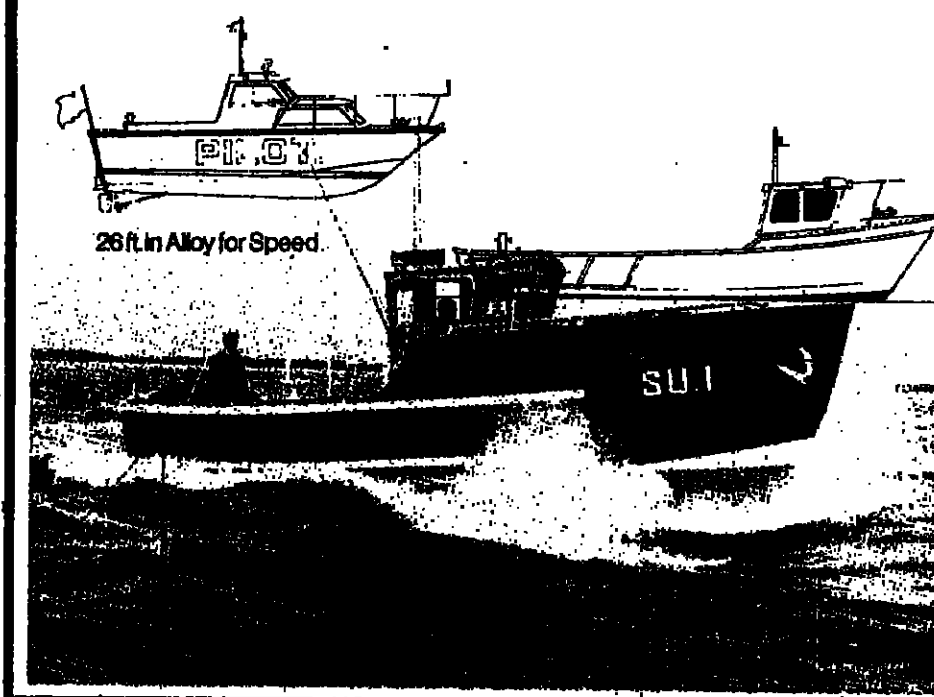
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Cardiff	Cardiff 373366	North Shields	(069 45) 77951
Dover	Refer London	Preston	Refer Liverpool
Dundee	Refer Glasgow	Rochester	Refer London
Falmouth	Glasgow 322 1706	Sharnbrook	Refer Bristol
Glasgow	Refer Bristol	Sharnbrook	Refer London
Gloucester	Refer Glasgow	South Shields	Refer North Shields
Greenock	Refer Immingham	Sunderland	Refer Cardiff
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answer them if they are sent
with a stamped addressed en-
velope for reply.

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Small boats at London show

THE LONDON Boat Show at Earls Court opened on Thursday last week to reveal new versions of three well-established GRP-hulled fishing boats, Lister's most powerful engine to date and a host of other equipment from a net hauler to small echo sounders.

With the show centre-piece being a Scottish fishing village, Halmatic (Scotland) felt at home launching its new Skerries 29 series craft. The Orkney-built prototype is named *Ardmore Rose* and has been built for ocean racing yachtsman John Ridgway who will base the craft at Rhiconick, way up in the wilds of north-west Sutherland.

She will be used for winter potting and is built to a new standard specification designed to keep down prices.

Ardmore Rose is the first complete fishing boat Halmatic (Scotland) has built at Orkney and she cost £22,000 complete with Spencer-Carter hauler.

Costs have been cut by moulding the wheelhouse, its interior lining and control console in GRP, instead of building in wood, and construction in future will be on a production line basis.

The prototype differs from standard in having a Lister HRW4MGR3 diesel of 59 bhp at 2,200 rpm, instead of a 54 bhp at 1,800 rpm Perkins.

She was completed in under three months to a high standard, with bunks and toilet forward, a spacious GRP wheelhouse complete with sink and cooker, and propeller inspection tunnel.

Length overall is 28ft 9in., beam 12ft., and draft 4ft. A basic version is available at £18,000.

Going up the size and price scales, the Skerries 36 is now available at £32,000 complete with hauler and six-cylinder Perkins, with a basic model at £20,500.

Cygnus Marine built a GM32 specially for sale at the show. The boat was to be snapped up and so the firm may soon be offering standard boats "off the shelf".

With a price tag of £18,000 she is the first of a no-frills series specially aimed at skippers hit by the continuing clampdown on White Fish Authority grants.

By simplifying construction with a GRP wheelhouse, single-station pumps, moulded hatch (they are lighter and cleaner than in wood) — all generally speeding up production — a buyer has to find roughly the same amount of money when buying a WFA-assisted boat "going private".

The show boat is quite basic, but strength of construction has been maintained. Hydraulics and electronics are the extras needed to turn her into a work fishing craft.

Around 70 of the GM models have now been built and the GM26 is fast catching up. Cygnus director, Patrick Bray, told *Fishing News* that now the firm is in a larger factory work is going full steam ahead with the new model GM43.

"There's been a lot of interest from skippers coming down inside the DoT 12 limit — and others going in size", he said.

The semi-fast Freema Marine 35 is another GRP hull used by fishermen, the superstructure on the Volvo Penta.

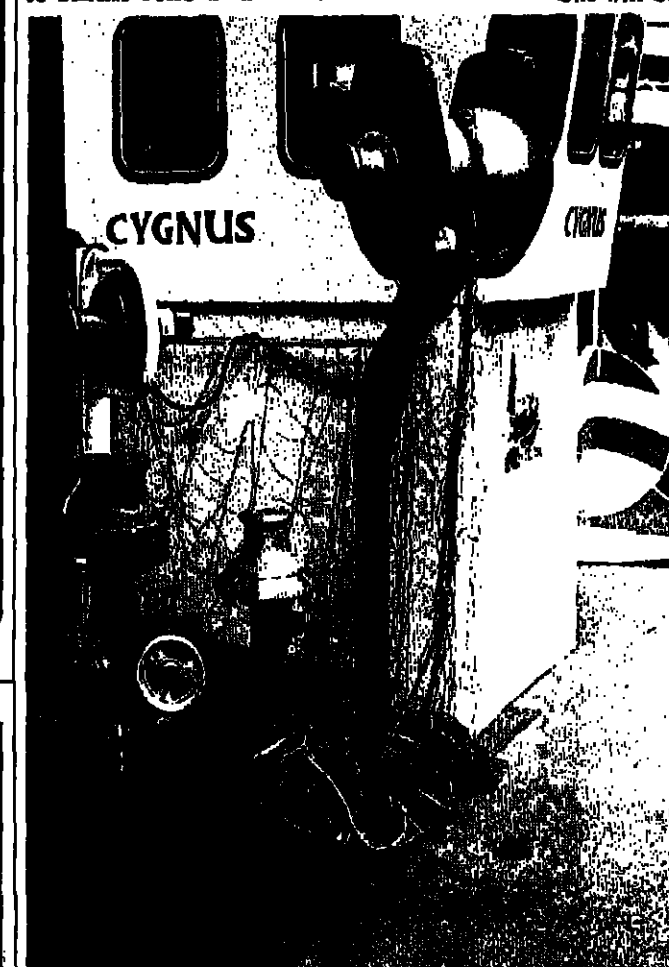
Swedish firm has cut the prices of all but the cylinder range due to the latest at wheelhouse.

Cygnus Marine's new diesel is the 33-hp JWC8M — a water cooled and charged unit develops 260 continuously at 2,000 and is displayed com-



Below: Chris 'Handa' Jarvis, one of *Fishing News's* editorial team, gets a lift from the Royal Navy. At the show to tell sailors about their fast search and rescue operations, the Navy brought one of their 66 ft. long Wessex 1 helicopters manned by a pilot, aircrewman and diver. There was no problem holding the chopper steady for this "rescue", the 115 knot craft was firmly anchored on to a steel framework!

Below: Chris 'Handa' Jarvis, one of *Fishing News's* editorial team, gets a lift from the Royal Navy. At the show to tell sailors about their fast search and rescue operations, the Navy brought one of their 66 ft. long Wessex 1 helicopters manned by a pilot, aircrewman and diver. There was no problem holding the chopper steady for this "rescue", the 115 knot craft was firmly anchored on to a steel framework!



Above: Spencer-Carter's net hauler (right) makes its debut at the show. In the background is Cygnus Marine's £500 GRP wheelhouse.



Above: Cygnus directors Chris "Fub" Brook (left) and Patrick Bray. Their latest GM32 boat (below), built specially for the London show, was sold for £18,500.



Above: Lister's biggest engine to date, the 260 bhp JWC8M is a development of the well proven JW8M model and has a turbocharged.



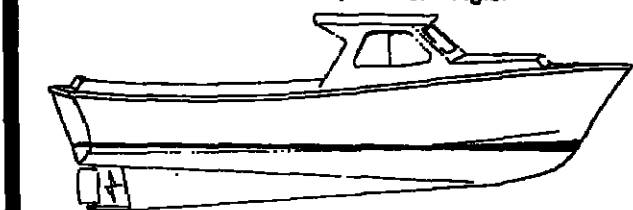
LOCHIN MARINE

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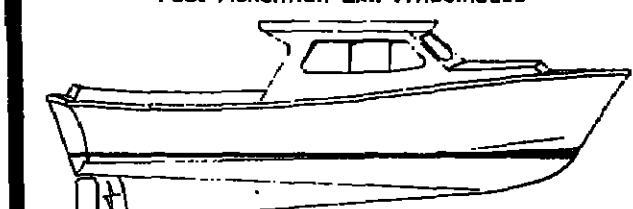
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

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Fast Fisherman/Cherter Angler



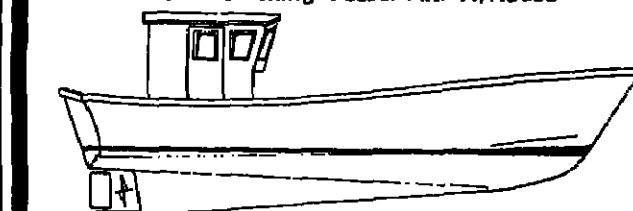
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Designer: Robert Tucker, A.R.I.N.A.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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The Fast Fisherman and the Aft Wheelhouse version of the Lochin 33 will be available for demonstration to interested purchasers during London Boat Show and afterwards until 22nd January at Cadogan Pier, Nr. Albert Bridge, Chelsea. Telephone: 01 352 4804.

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1. *Journal of the American Medical Association*, 277, 1996, 1033-1037.